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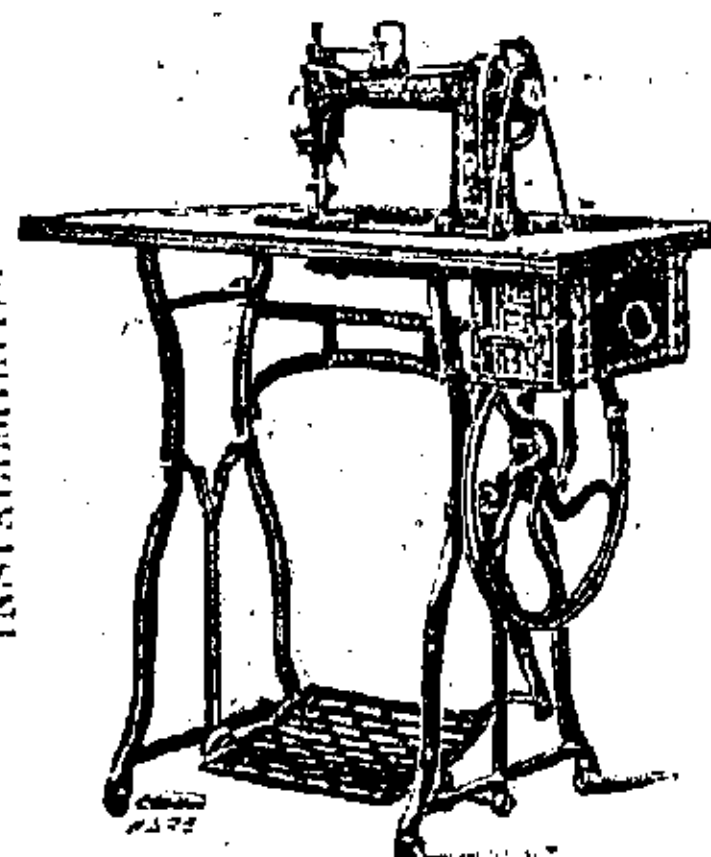
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W. STUART HARRISON,  
Manager.

Hongkong, September 16, 1901. 149

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Hongkong, July 12, 1897. 2268

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85, Queen's Road Central.  
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Hongkong, July 4, 1901. 1339

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THE RETREAT, MOUNT KELLY.  
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298, Des Voeux Road Central.  
Hongkong, August 31, 1901. 1260

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NO. 1, STEWART TERRACE, THE  
PEAK.  
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Extract for the  
handkerchief  
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Soap and  
Powder,  
it has been  
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the most re-  
fined French  
Society.

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White Violets  
each bottle of  
Rigaud's Extract  
PARIS

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THE CONDITION OF THE PIT-  
CAIRN ISLANDERS.

Interesting Report.

Among the Parliamentary Papers recently  
issued was one of an extremely interest-  
ing character in the shape of a Report for-  
warded to the Admiralty by Commander  
George F. S. Knowling, of His Majesty's  
ship *Taurus*, dated Honolulu, March 31, in  
which that officer gives an account of his  
visit to Pitcairn Island. Commander  
Knowling says:—

I arrived in Bounty Bay at five p.m. on  
February 21, 1891. A boat load of island-  
ers (men) came off, but in view of there  
still being several cases of dengue fever in  
the ship, I only allowed Mr James R. Mc-  
Coy, the Chief Magistrate, on board. He  
reported all well in health, 120 people on  
the island; the adult females being rather  
in excess of the males. Arranged to land  
next day, and then proceeded to N.W.  
anchorage, where there was less swell.

Anchored there—losing an anchor,  
which was afterwards recovered—for the  
night, and landed at Bounty Bay the  
next morning. After this I communicated  
with the island each day, myself and a few  
officers landing, but by the surgeon's ad-  
vice no islanders were allowed on board.  
The swell continued more or less heavy in  
both anchorages, so we stood off and on,  
or lay to off the island during the remainder  
of our stay. Mr McCoy has only recently re-  
turned to the island, he having very plucki-  
ly piloted a burning ship to Mangrovea,  
boasting her there rather than agree to her  
captain running her, as he wished to do, on  
to the coast of Pitcairn. Supplies of the  
following things are abundant:—Poultry  
and goats, the latter the islanders will  
either shoot or drive in from the hills,  
and the young goats, of which we took  
a large number, are excellent; there  
are two herds of these each number-  
ing about 100; cocoa nuts, bananas,  
pineapples, marsh and water melons, limes,  
oranges, pumpkins, coffee, tomatoes, sweet  
potatoes, Indian corn, and arrowroot. A  
strong blow in August last, followed by  
what is described as a tidal wave, and which  
swept away a portion of the Boathouse in  
Bounty Bay, did much damage amongst  
the oranges, almost destroying this year's  
crop, and also blew down large numbers of  
banana trees. There is an abundance of  
water in Brown's well, which is nearly in  
the centre of the island, fed from the high  
hills around, and which has not been known  
to run dry since the present inhabitants  
returned from Norfolk Island. A water-  
course leads the water from the well to  
a tank close above the village. There is  
another large well farther to the Westward,  
and there is generally plenty of water.  
During the last four years 35 vessels on an  
average have called at the island each year,  
but the islanders generally seem to see very  
little of the crews of merchant vessels.  
In most cases the master only of the  
vessels' lands for a short time, the ships  
scarcely ever anchoring. During his stay  
last month in Mangrovea (Gambier Islands),  
Mr McCoy endeavoured to arrange some-  
thing in the way of a regular trade between  
the two islands, and one of their vessels  
has since called at Pitcairn, taking away  
large quantities of bananas, pumpkins, and  
arrowroot. The leading men here think  
that they will be able to maintain this trade.  
There is now a very fair road leading to the  
landing-place of N.W. anchorage. The adult  
males have to give all their labour during  
the early part of the day, viz.:—from after  
an early breakfast at five a.m. until  
two p.m.—to work for the public good,  
directed by the local Parliament of seven.  
At the present time 29 men are available,  
and their labour is divided between build-  
ing a new church adjoining the present  
school-room, a new wharve, and the neces-  
sary boat work, shooting of goats, &c.  
Two p.m. is the dinner hour, and the  
remainder of the day the people employ  
themselves about their own business of  
gardening, &c. The women of the family  
do all the housework, and many of them  
smooth and paint cocoanuts, plait and  
decorate umbrellas, &c. Disease appears to  
be still almost unknown. The typhoid of  
1894 was brought here by a shipwrecked  
crew, and no other epidemic has touched  
the island since. The leading people  
prefer to continue, as hitherto, without  
medicines of any sort. One small boy has  
been recently killed by a fall whilst chasing  
goats on the cliffs. Thursday October  
Christian, son of the man of the same name,  
and grandson of Fletcher Christian, mas-  
ter's mate of the *Bounty*, is the oldest man  
on the island, aged now 83; two other men  
are over 75, and the oldest woman is 72.  
None of these old people suffer from any-  
thing beyond the weakness of old age, and  
all seem thoroughly contented and happy.

The early loss of the front teeth in the  
upper jaw continues amongst many of the  
islanders, but the teeth of numbers of  
adults, as well as of the children, are with-  
out a flaw. Some families, in which up to  
the present there has been practically no  
intermarriage, still suffer from this loss of  
teeth. No one smokes or uses intoxicating  
liquor. Men, women, and children seem  
without exception, in robust health and full  
of vigour. Thanks to the care of the eld-  
est Parliament—consisting of seven mem-  
bers, with Mr McCoy as President—all  
employment is found for everyone. The  
islanders seem to be all that could be de-  
sired, and the day's work is all  
done.

on more than one occasion, myself and  
the ship's company. Their religion remains  
that of the Seventh Day Adventists. The  
Saturday services are well conducted, and  
the strong religious feeling which was once  
so marked a characteristic of the islanders  
appears—after the shock it received some  
few years ago—to have again gathered  
strength. To Mr McCoy's firmness and  
tact, ably seconded by the six other elected  
members of the Parliament, I consider is  
due the general improvement which must  
have taken place in the island since the date  
of the *Royalist's* visit. It was common  
talk, during our recent visit to both Hon-  
olulu and Tahiti, that the islanders were  
rapidly deteriorating in morals and physi-  
que, a condition of things which my  
officers and myself—after the best  
opportunities of judging—believe does not  
hold good at this time; and, on the  
other hand, looking to the present flourish-  
ing state of the island and its people, it is  
difficult to understand how reports to their  
detriment can have got about Mr McCoy  
had been away for some months before the  
earliest cases which preceded the *Royalist's*  
visit, and he admits that he found on his  
return much that needed improvement. A  
strong hand is naturally required at the  
head of this unique community, and for-  
tunately Mr McCoy is likely to be at the  
front for many years to come. The names  
of the present seven members of the local  
Parliament are as follows:—Mr James R.  
McCoy (President), Mr Charles Vieder  
Young (Judge), Mr Benjamin Stanley Young  
(Judge), Mr Gerard Bromley Christian,  
Mr Ernest Hayward Christian, Mr  
Moses Young, and Mr George Francis  
Watson (Secretary). The principal difficul-  
ties which the near future may bring to the  
island are I think, three, viz.:—(1) The  
absence amongst the men of early middle  
age of a fitting successor to Mr McCoy. (2)  
The surplus of females in the present and  
rising generation, a difficulty naturally  
accentuated in a small and secluded com-  
munity. Any arrangement which would in-  
clude the removal and care of some of  
these youthful females—of whom some of  
the grown up ones would now willingly  
leave—would be a work of useful philan-  
thropy. (3) The tendency growing amongst  
the islanders to make use of a sort of  
language of their own, which I am told  
is a clipping of English words, and which  
is, at the best, a species of pidgin English.  
This shows signs already of making some  
of them appear slow of comprehension when  
addressed in English. Much rain has fallen  
on the island of late, but only one day  
during our stay was wet. The wind blew  
generally from the N.E., with little strength,  
but bringing a long swell and often a con-  
fused sea into both anchorages, making  
landing at N.W. anchorage impracticable,  
and in Bounty Bay only possible under an  
islander's pilotage. The current at the  
anchorage was generally westerly, and at  
times reached a strength of 4½ knots.  
During the visit of the *Taurus*, and at what  
may, I think, prove to be a somewhat  
critical stage of their existence, I found the  
leading islanders always grateful for any  
recognition of their recent improvements,  
and for advice as to their future conduct,  
and I feel sure that such recognition and  
advice from the higher authorities would  
strengthen their hands, and be of much  
value to the whole community.

HULLO THERE!

Don't know over this page without reading this  
short tale about a working chap. A chap 'sem-  
mle' like you or me; just a plain working life  
with a kind of history ticked on to him for clip.  
His name is Mr. Frank Leach, of Nags Head,  
Glasgow. Childs, Ewald, Marley, Draxton, and  
this happened when he was 27. That's about the  
time, I reckon, that a chap ought to be playing  
football for his county. He related the facts  
on December 12th, 1890.



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BRANDAERATED  
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WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,  
66, QUEEN'S ROAD CENTRAL.LIFE IN THE AUSTRALIAN  
BUSH.

## A Lonely Existence.

To some men life in the bush is the most perfect existence, says a special correspondent of the *Daily Telegraph*. It is open and free, spent in the pure country air; the work at times is hard, and the actual life rough, but it carries few cares or responsibilities. The pay is good or bad according to the standard with which it is compared. To that of an English farm labourer it is sumptuous; to a labourer in Sydney it would offer little inducement to go up-country, except he had a liking for the life. On this station the ordinary hands receive £40 a year and a double ration equivalent to another £14. Is it to be wondered that labour is being driven into the big cities, where benevolent Ministers of Public Works offer a minimum wage of seven shillings a day? But the bushmen are a fine race. Wiry and tough as nails, with sturdy, loosely-jointed frames, able to sit on any kind of a horse, never walking a yard if they can ride, they display an intelligence and readiness of resource which are at times amazing. Now and then the work is hard and rough—a man may have to ride twenty miles to get to the scene of his day's labour; at times there is not much to be done save ride round the paddocks and see that the wire fences are in good repair. The tending of a large flock is most trying duty. It is a silent, solitary job. The man will see no one for weeks, save the pal who brings him his 'tucker' at stated intervals. Consequently, powers of conversation get rusty, and at all times these are men of few words. The following stories exemplify his mood of silence and disinclination to talk:—Two 'cockies', or small farmers, had adjoining properties. One morning No. 1 rides up to where No. 2 is digging a patch, and the following conversation ensued. 'Morning!' says No. 1. 'Morning!' says No. 2. 'What did you give him for grapes?' 'Keweenaw,' says No. 2. Conversation ends. Next morning No. 2 is still digging at the same patch. Up comes No. 1, who says, 'Morning!' 'Morning!' says the other. 'Say, remarks No. 1, 'I give my horse kerosene, and he died.' 'So did mine,' draws the other, and the two part. Another story is even a better illustration. Two men, Bill and Jim, were out looking after sheep. One morning, at breakfast previous to going off to work, Bill says to his mate, 'Say, Jim, there is a cow down in the gully. I heard it holler.' Nothing

more was said till evening, when, on the way back to the camp, Jim says: 'How did you know it was a cow, Bill?—it might have been a bull.' No further remarks pass, but next morning Jim finds Bill doing up his pack, and preparing for his departure. 'Say, Bill, what are you doing?' 'I'm off,' says Bill; 'there's too much blooming argy-bargy in this camp for me.'

## Cassell's Publications for September.

The opening pages of *The Quiver* present to the reader a highly interesting narrative of mission and medical work among seamen. The article, which is entitled 'Christ on the Waters,' is from the facile pen of Mr. D. L. Woolmer, author of 'The Child Wives and Widows of India,' etc., and is illustrated by photographs. 'Me and Her' is a very readable Cockney story, 'Enery' and 'Zepky' being the two chief characters. The serial 'The Curate of Coxfield' reaches its fourteenth chapter and still maintains its hold on the reader. The same remark applies to 'Into a Far Country' which has reached chapter eighteen. A series of short stories by Mr. A. E. Wickham will be much enjoyed by the casual reader. Miss Evelyn Mitford deals with 'Some Celebrated Women Hymn Writers.' Among the 'Short Arrows' at the end of the number is a page of local interest. It is from Miss Lee, of the Church of England Zenana Missionary Society, Foochow, and details the origin and progress of the missionary school for Chinese girls established there. *Little Folks* is full of stories and pictures of absorbing interest for the children. *Work*, the mechanic's journal, contains a host of technicalities which cannot fail to attract the artisan. The number is accompanied by a double-page coloured plate showing the details of distillation apparatus. *Cassell's Saturday Journal* is a periodical which is too well known to require any sounding of its praises.

A smile is an adornment to the countenance; but the fixed smile is liable to become shop-worn.

## DID HER BOY GOOD.

My boy has been growing too fast one way, and not enough the other. I didn't know what to do, until I heard of Stearns' Wine of Cod Liver Oil. I have bought him two bottles. He eats much more than he ever did, and he doesn't look like the same boy.

G. A. GARDNER,  
85, Chase St.

TELEPHONE No. 329.

TSANG FOO &amp; CO.

興榮三  
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No. 43, Des Voeux Road, Central.  
Hongkong, September 21, 1901. 1908

NAKAZAWA,  
DEALERS IN  
CLOISONNE, SATSUMA, LACQUERED  
AND  
BRONZE WARES,  
TEA SERVICES, PORCELAIN GOODS,  
PICTURE FRAMES  
AND ALL KINDS OF  
JAPANESE FINE ART CURIOS,  
AT MODERATE PRICES.  
11, BEAUNTON STREET, ARCADE,  
Opposite CITY HALL.  
Hongkong, August 6, 1901. 1627

C. E. WARREN,  
BUILDING CONTRACTOR.  
No. 24, WYNDHAM STREET.

SANITARY Appliances Supplied and  
Fixed.  
DRAINS, TRAPS, WASTE PIPES, Etc.,  
Cleaned and Repaired.  
Sanitary Board Notices receive prompt  
attention.  
AGENTS FOR MOSAIC TILES.  
Prices on Application.  
Hongkong, August 2, 1901. 1609

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS on Week Days.  
SATURDAYS.  
Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the  
Company's Office, 38 and 40, Queen's Road  
Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, April 2, 1901. 1081

ASK FOR  
LEVER WATCHES  
and CHRONOMETERS.

Best Value, compatible with Good  
Workmanship.

All Watches Guaranteed.

TRADE MARKS:

BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.

DROZ &amp; CO.,

No. 10, Queen's Road Central.

When Women Entertain

at cards, etc., there's some sort of a beverage required—and it ought to be a good beverage for the sake of one's personal satisfaction. Each guest will enjoy

**Rainier Beer**

—It's something that is distinctly good, and there isn't a drop of harm in a houseful of it. Its flavor makes staunch friends.

SOLE AGENTS:  
A. S. WATSON & Co., Ltd.,  
The Hongkong Dispensary.

WELLINGTON  
KNIFE POLISH

BEST FOR CLEANING AND POLISHING  
CUTLERY - 3/6 G.P. 2/6 & 4/6

KNIFE BOARDS

PREVENT FRICTION IN CLEANING  
& INJURY TO THE KNIVES

JOHN OAKLEY & SONS  
BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON. 67

TAKE  
**HOLLOWAY'S  
PILLS**

For Indigestion, Heartburn,  
Biliousness, Jaundice,  
and all Complaints of the  
Liver and Kidneys.

THEY ARE INVALUABLE  
FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

**DINNEFORD'S**

The Universal Remedy for Acidity or the Stomach,  
Headache, Heartburn, Indigestion, Sour Eructations,  
Bilious Affections.

**DINNEFORD'S  
MAGNESIA**

Sold Throughout the World.  
N.B.—ASK FOR DINNEFORD'S MAGNESIA.

UNTOUCHED BY HAND.

**MELLIN'S  
FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.



ESTABLISHED 1850.  
TELEPHONE No. 256.

ACHEE &amp; CO

祥利廣

17a Queen's Road.

IMPORTERS of

European  
Goods of  
All KindsDRAWING-ROOM,  
DINING-ROOM,  
and BEDROOM  
FURNITURE.SILVERPLATED,  
GLASS and  
CHINA WARES.COOKING RANGES,  
KITCHEN UTENSILS,  
and HOUSEHOLD  
REQUISITES.Photo = =  
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DepartmentPhotographic Goods of  
Every Description.PLATES, PAPERS,  
and CHEMICALS.

EASTMAN'S

KODAKS, FILMS,  
and ACCESSORIES.Developing and  
Printing Undertaken

ACHEE &amp; CO

17a Queen's Road

CENTRAL.

A Few Doors East of Hongkong Hotel.

Telephone No. 185.

TRADE MARK.

WE HAVE BEEN APPOINTED

SOLE AGENTS

MARTELL'S

BRANDIES.

ONE STAR .....\$22.00 per Case.

THREE STAR .....\$28.00

V. S. O. P. ....\$44.00

V. V. S. O. P. ....\$80.00

H. PRICE &amp; CO.,

457 12, QUEEN'S ROAD.

MEMOS. FOR TO-MORROW.

Meeting.

Noon.—Meeting of Jockey Club, City Hall.

Miscellaneous.

2.15 p.m.—Imperial Rifle Match.

General Memoranda.

TUESDAY, October 3.—

Goods per *Scandinavia* not cleared at 4 p.m. subject to rent.Goods per *Tasmania* not cleared at 4 p.m. subject to rent.

THURSDAY, October 10.—

Noon.—Meeting of Union Insurance Society of Canton, Ltd., at the Society's Head Office.

Sale of the British ship *Clash Burrell*.

FRIDAY, October 11.—

Goods per *Bombay* undelivered after this date subject to rent.

THURSDAY, October 17.—

Noon.—Meeting of Canton Insurance Office, Ltd., at the Office of Jardine, Matheson &amp; Co.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

Established 1841.

CLARETS.

Per Case Per Case

ST. ESTEPHE .....\$ 6.90 &amp; 7.50

ST. JULIEN ..... 9.00 9.60

LA ROSE ..... 12.96 13.92

CHATEAU HAUT BRION—

LARRIVET ..... 18.60 19.20

CHATEAU MOUTON

D'ARMAILHACQ ..... 21.00 22.20

CHATEAU PONTET

CANET ..... 25.00

CHATEAU LA TOUR

CARNET ..... 30.00

CHATEAU RAUZAN ..... 42.00

CHATEAU LARITE ..... 48.00

These CLARETS are bought

direct from the leading French

growers. The lowest priced are

of exceptional value and guaran-

teed to be the genuine product of

the juice of the grape.

CHATEAU LA TOURCAR-

NET, CHATEAU RAUZAN

and CHATEAU LARITE are

commended to the notice of

Connoisseurs as high-class after-

dinner Wines.

We guarantee our Wines and

Spirits to be genuine only when

bought direct from us in the

Colony or from our authorised

Agents at the Coast Ports.

A. S. WATSON &amp; Co., Limited,

THE HONGKONG DISPENSARY.

The publication of this issue commenced  
at 4.55 p.m.

The China Mail.

HONGKONG, FRIDAY, OCTOBER 4, 1901.

EDITORIAL COMMENT.

On more than one occasion lately, we have called the Hsing-sing attention of our readers to rising, the grave possibilities of trouble that exist all the time in connection with the prosecution of mission work. The most recent outrage at Hsing-sing is only another example. No blame is attached to the missionaries, who seem to have acted with great prudence and courage. The people among whom they lived, and that must include many who are not converts, were or appeared to be friendly disposed. And yet we are told that the houses of the missionaries have been looted and afterwards burned to the ground. The explanation offered in our Canton Notes may not be entirely right, but it has an air of probability, and it must be remembered that the story was not told to fit the case, but that it is the report of an eye-witness given several months ago. In the absence of positive information, it would not be fair to assume that the missionaries had any part or lot in the petition to the mandarins against the Triads. But assuming their complete innocence if anyone or any number of men have, in connection with the mission, used the name of the church to give weight to the petition to the magistrate which had the result of restraining the would-be rebels for the time being, then it is easy to see where the resentment comes in, and the consequent revenge. If it turns out, as it may probably do, that the name of the mission or names of converts were used without consent, it would still have been too much to expect the Triads to make such fine distinctions. In the inquiry which ought to be conducted on the spot, all these points ought to be thoroughly thrashed out, and if any member of the gentry has been guilty of involving the mission in a very severe punishment ought to be meted out to him.

Another point that we wish to lay stress on is the dilatoriness of the officials. This outrage did not come suddenly, but no preparations appear to have been taken to prevent it. If adequate measures had been adopted, the trouble might easily have been avoided. The mandarin who fails in such a marked way to do his duty is in some respects more worthy of punishment than the men actually concerned in the riot. We shall watch with no small interest the steps the Germans take to settle this case.

As we have taken a leading part in the agitation for a school for European children resident in Hongkong, and have helped to keep alive that agitation when, from various causes, it may have shown signs of dying out, we cannot refrain from expressing the gratification we feel over the fact that His Excellency Sir Henry Blake has become a convert and recognises the claims of the European children. In the Blue Book for 1900, His Excellency says:—'No satisfactory provision for the Education of European children exists in Hongkong. Whilst European parents prefer to have their sons and daughters educated at home, a preference dictated by climate and other reasons, there are not a few Europeans now in the Colony who are unable to afford to send their children to Europe. It would seem only just that educational facilities which are at present wanting should be afforded for such children.' In saying this (for although the Blue Book is signed by Mr. Stewart Lockhart, we prefer to regard it as having the Governor's sanction), His Excellency brings himself into line with Sir William Robinson and General Black, both cordial supporters of the establishment of a purely European school at Kowloon, and we can only hope that Sir Henry Blake will realise the hopes of the European parents and that he may be the first to inaugurate such a very necessary local institution. As His Excellency says, there is growing up a class of Europeans in Hongkong who are not able to send their children to Europe to be educated, and since no satisfactory provision exists for them at present these children are more or less neglected and are losing ground that they can never recover, and the inevitable effect will be to handicap them in

after life. In pressing for the establishment of purely European schools, we hope His Excellency has represented strongly to the Colonial Office how impossible it is to give European children a training befitting their requirements in a school of mixed nationalities. It is something gained that the Governor of the Colony should write as he has done, and it is now the duty of the Unofficial Members of the Legislative Council, when the education vote comes up in the consideration of the Estimates, to give united and strong support to His Excellency's remarks. The Kowloon School is nearing completion, and should be ready for use in a few months. This should become the European School for Kowloon. One thing the Unofficial Members ought to press for, viz., a properly-qualified Inspector of Schools. This is too important a position to become a temporary refuge for unemployed cadets.

LOCAL AND GENERAL.

**To Subscribers.**  
In order to expedite the work of distributing this newspaper to subscribers throughout the Colony, we are re-arranging the Districts of our delivery routes. If any irregularity occurs in delivery, we hope subscribers will notify us at once. The change will be introduced in the various districts in the course of the present month.

**The Military Contribution.**  
The total strength of troops in the Hongkong garrison on the 30th June, 1900, was 2,116 as compared with 3,098 in the previous year. There were in addition 81 British women with 159 British children, and 82 Asiatic women with 139 Asiatic children on the strength. The reduction in the number of the troops in the Colony at the mid-year is explained by the absence of a large number on service with the China Expeditionary Force in the North. A Census taken in January, 1901, there were 6,501 officers and men with 2,139 camp followers resident in the Colony, making a total of 7,640. The Colony contributed \$591,789.78 (17½ per cent. of its revenue) in aid of Military Expenditure in Hongkong, besides \$24,800.00 for Defence Works, making a total of \$616,589.78. There was no expenditure towards Barracks Service during the year. The total establishment of the Volunteer Corps was 366 of all ranks as against 359 in 1899. The expenditure of this Corps, which is borne entirely by the Colony, was \$39,996.33 for the year. The European Police, 153 in number, and the Indian Police, 366 in number, are a Constabulary Force, being armed with Martini-Enfield carbines.

LOCAL AND GENERAL.

Notes by the Way.

When is a start to be made with the new Clock Tower at Blaise Pier?

Parcel Mails for Europe &c., per R.M.S. *Palawan* will close at 3 p.m. on Friday, the 11th inst.

The Hongkong Fire Brigade turned out sixty-one times in 1901. There were 51 fires and 74 incipient fires during the year.

The rainfall last year was 73.73 inches, as compared with 72.7 in 1899. The wettest month was June, and the driest, September.

A carpenter residing at No. 9, Hollywood Road, was killed yesterday by falling a distance of 35 feet. He was working at the time on Hon. E. R. Bellios' new house in Macdonnell Road.

Capt. H. N. Schofield, Royal Field Artillery, who was awarded the D.S.O. for saving two of the guns at Colenso, has now received the Victoria Cross, and his appointment to the D.S.O. is therefore revoked.

To swell the failing Penang Band Fund, a concert and a dance have been arranged for. The band costs \$10,800 a year, including \$5,000 from the Municipality. The balance comes from subscriptions which are now falling off.

The *Crescent*, first class cruiser, which, on the eve of her departure for the China Station, was found to have sustained serious damage to her steering gear, was undocked at Portsmouth on the 30th August after completion of repairs. She was under orders to sail, but the date of her departure for the China Station had not yet been announced.

New Public Rickshaws for Hongkong.

To-day, at the compound of the Central Police Station, Inspector Ford inspected somewhere about 150 rickshaws and double the number of cabbies. Forty of the rickshaws comprised the first instalment of the 300 new and improved vehicles which it is proposed to license for hire in the streets of Hongkong. Ngan Wing Chi, head cabbie man at the Kowloon Godowns and at Taikeo Sugar Refinery, also licensee of the 140 public rickshaws at Kowloon, has been granted the licenses for the 300 new rickshaws and has procured 600 sturdy runners from Cheuchau-fu—two men being allowed for each ricksha. The men are to be lodged by him in houses specially constructed for the purpose and approved by the authorities. It is also intended that the rickshaws will be housed on the ground floors at night time, thus keeping them clear and free from the various abuses to which the present public rickshaws are subjected during the night. The new ricksha is a much improved article as compared with the old one. They have been imported from Japan, 100 having arrived already and the other 200 following. They are nicely 'japanized', in black, and have the appearance of an up-to-date private ricksha. They are very roomy, both as regards length of foot-rest and width of seat; they are fitted with good springs and have low wheels, rendering them less liable to capsize than the present green rickshas. The number does not show on the sides, but is affixed to the back on a plate, and on the foot-rest in front. They look rather dainty for the work they will have to do, and the only fear is that they won't last long enough to pay the contractor. There is no difference in the fare. Would it not be wise to make the new rickshas solely for the use of Europeans? Even though the fare were slightly raised, such a move would doubtless meet with general approval. The forty new machines licensed to-day are already on the streets.

EDUCATION part in the agitation for a school for European children resident in Hongkong, and have helped to keep alive that agitation when, from various causes, it may have shown signs of dying out, we cannot refrain from expressing the gratification we feel over the fact that His Excellency Sir Henry Blake has become a convert and recognises the claims of the European children. In the Blue Book for 1900, His Excellency says:—'No satisfactory provision for the Education of European children exists in Hongkong. Whilst European parents prefer to have their sons and daughters educated at home, a preference dictated by climate and other reasons, there are not a few Europeans now in the Colony who are unable to afford to send their children to Europe. It would seem only just that educational facilities which are at present wanting should be afforded for such children.' In saying this (for although the Blue Book is signed by Mr. Stewart Lockhart, we prefer to regard it as having the Governor's sanction), His Excellency brings himself into line with Sir William Robinson and General Black, both cordial supporters of the establishment of a purely European school at Kowloon, and we can only hope that Sir Henry Blake will realise the hopes of the European parents and that he may be the first to inaugurate such a very necessary local institution. As His Excellency says, there is growing up a class of Europeans in Hongkong who are not able to send their children to Europe to be educated, and since no satisfactory provision exists for them at present these children are more or less neglected and are losing ground that they can never recover, and the inevitable effect will be to handicap them in

LOCAL AND GENERAL.

**Cricket.**  
A match will be played on the Cricket Ground on Saturday next between a Hongkong C.C. XII. and All-comers. The match starts at 11 a.m. The names are given below:—

H.K.C. CLUB XII. ALL-COMERS.  
Lieut. Kitchener M. J. Doctor  
A. Woodgate W. E. Dixon  
H. Arthur P. W. Goldring  
Major Dyson, A.P.D. T. C. Gray  
Lt. Clifton Brown, R.N. J. H. Smyth  
J. E. Lee J. P. Jordan  
Major Dorehill, R.A. Lt. McCleverty  
F. Maitland Capt. Rotherham  
K. W. Mounsey R.W.F.  
P. A. Cox Captain Cadogan  
T. Sercombe Smith Private Freely  
W. H. Russell R.W.F.  
Lieut. Edmondston, R.A.  
Lt. Chapman, R.A.  
A. B. Lowe  
G. Grimble  
R. Pestonjee  
M. E. Asgar  
C. M. Burnie  
G. H. Edwards  
Private Freely  
R.W.F.  
Cpl. Letten, R.A.  
Pte. Smith, R.A.  
Sgt. Mender, R.E.  
E. Mast (Captain)

**Marriage at Foochow.**  
The *Fookien Echo* of the 28th September reports:—The British Episcopal Church was the scene, on Saturday, the 21st inst., of the very pretty wedding of Miss Laura Moorehead, eldest daughter of Mr. Theodore Moorehead, of the Imperial Maritime Customs at Foochow, with Mr. W. H. Wallace, Acting Agent of the Hongkong and Shanghai Bank, son of the late Alexander Wallace, Esq., M.D., of Colchester. The church was tastefully decorated for the occasion. The service, at which large numbers were present, was choral, and was performed by the Rev. L. Lloyd. The bride, who was given away by her father, wore white tulle, butter lace and *bolle* ribbon, their white hats being composed of white feathers and tulle and their bouquets of salmon hibiscus and maiden-hair fern. Mr. W. A. R. Knight performed the duties of best man. An 'At Home' was held by Mr. Moorehead after the ceremony, at which a great number of friends were present. The bride's travelling dress was composed of gray silk crepe with white Mousse lace and insertion, and was worn with a white chip hat trimmed with pink and white tulle, and clusters of hydrangea blossoms in their different shades. Mr. and Mrs. Wallace left for their new home amidst all good wishes and the usual showers of rice and white satin slippers. The wedding presents were very numerous and handsome.

**GUARANTEED CURE.**  
After protracted and painstaking research, a thoroughly safe and certain remedy has been discovered for Nervous Debility in every form. Lost Manhood, Loss of Vital Power, Seminal Weakness, Dimness of Sight, Impotence, Evil Forebodings, Wasting Decay, Pains in the Loins, Pimples and Eruptions on the Face and Body, Loss of Memory, Confusion of Ideas, Fatigue of the Heart, Frightful Emancipation, Feetid Breath, Low Spirit, Tenuity, Varicose, Spontaneous, Diseases of the Bladder, Weakness of the Genital Organs and all Diseases of the Urinary Organs. I will send particulars of this simple and efficacious Cure to any sufferer who sends me a self-addressed stamped envelope. Do not delay if you are a sufferer, for it will cost you nothing.—Address: Rev. Joseph Hope, 'St. Cloud,' Watlington Road, Worthing, England (Name this paper).

**CHAMBERLAIN'S COUGH REMEDY.**  
SAVED HIS BOY'S LIFE.  
'I believe I saved my (nine year old) boy's life this winter with Chamberlain's Cough Remedy,' says A. M. Hoppe, Rio Creek, Wis., U.S.A. 'He was so choked up with croup that he could not speak. I gave him this freely until he vomited and in a short time he was all right.' For sale by All Dealers, Watson & Co., Ltd., General Agents.

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**LOCAL AND GENERAL.**  
**Notes to Mariners.**  
We direct the attention of Mariners to the notification from Admiral Bridge which appears in To-day's Advertisements.

**Disinfection of Infected Premises.**  
Yesterday, at the meeting of the Sanitary Board, Dr. Clark, pursuant to notice, moved that By-law 8, under the heading 'Disinfection of Infected Premises' contained in Schedule B. of Ordinance 13 of 1901, be repealed. Mr. Chatham seconded, and the motion was agreed to.

**Imperial Rifle Match.**  
The following are the team and reserves for the Imperial Rifle Match to-morrow—Mr. D. Baldwin, Armourer-Sergeant, Mr. G. P. Lamert, Mr. J. Marshall, Mr. McDermott, Mr. D. McLehman, Mr. A. Mackenzie, Mr. J. Pridgen, Mr. W. Stewart, Mr. Wake, Mr. Wallace and Mr. A. Watson.

**Successor to Mr. Ladd.**  
At yesterday's meeting of the Sanitary Board, Dr. Atkinson, the President, pursuant to notice, moved that the Board recommend the Government to obtain, as early a date as possible, a successor to the Colonial Veterinary Surgeon, whose service expires on the 2nd proximo. Mr. Chatham seconded, and the motion was agreed to.

**C. P. R. Scrip.**  
The Standard of the 2nd ult. reports:—Miss Marie Josephine Eastwick, supposed to be an American, was, on Saturday, arrested at the Palace Hotel, Huxton, on the charge of having endeavored to obtain £4000 from a London stockbroker, on a share certificate in the Canadian Pacific Railway, which, it is stated, had been altered from £150 to £24,000. Miss Eastwick was brought to London to answer the charge at the Guildhall to-day.

**Lester Beiff.**  
Lester Beiff, the American jockey who has been warned off the course by the Racing Stewards in England, stood third on the list of winning jockeys on the 2nd ult., and his brother Johnny Beiff fourth. The list was headed by O. Madden with 497 mounts and 91 wins; S. Loates was second with 353 mounts and 67 wins; L. Beiff 285 mounts, 65 wins; J. Beiff 325 mounts, 62 wins. It will be remembered that Ted Sloan, the pioneer of the present batch of American jockeys in England, was not licensed this year by the Stewards.

**The Nuisance at Bellios Public School.**  
At yesterday's meeting of the Sanitary Board, correspondence was laid on the table relative to the Gough Street latrine. This latrine is situated underneath the playground of Bellios Public School, the officials of which have lately complained of unpleasant smells. In view of this, Dr. Clark intimated a recommendation that the excavation under the playground be considerably extended in area and then converted into a public bath-house, with accommodation for about forty baths. Mr. Brewin intimated:—'If the nuisance caused by the gases is at times unbearable, that caused by the smoke will no doubt be very great.' Dr. Clark moved accordingly to the terms of his minutes. The motion was seconded by Dr. Atkinson, and carried.

**Prevention of Spitting in Public Places.**  
At the meeting of the Sanitary Board yesterday, Dr. Atkinson, the President, explained that his object in drawing the attention of the Government to the question of stopping as far as possible the practice of spitting in public places was to make clear the extent to which phthisis really does exist in this Colony. The annual death-rate for phthisis in this Colony is 3.1 per 1,000 living, against 1.40 per 1,000 in England, another proof of the overcrowded and insanitary way in which the Chinese live. It was a well-known fact that consumption was spread by indiscriminate spitting; the sputum from a consumptive patient is loaded with tubercle bacilli, and when the sputum dries the bacilli are disseminated in the air, and are the main cause of the spread of pulmonary tuberculosis; and it was to a certain extent to minimise the danger that he recommended the notices to be printed and posted in prominent places so that all could read.

**A Reliable Tonic of Remarkable Nutritive and Strengthening Properties.**  
Consumption is curable in its early stages, and later in the disease much suffering may be averted by the employment of this reliable remedy. Essentially, consumption is a disease of nutrition, as is shown in the rapid loss of flesh and disturbance of the digestion, loss of appetite, etc. Nutrition suffers first and most. Sustain nutrition in the first stage of the disease, and the latter will be cured. Handcured will testify to this truth.

**Stearns' Wine of Cod Liver Oil** is an ideal restorative and tissue-builder, a cell-tonic unequalled. Under its influence, the digestive functions perform their best action, the maximum quota of nutriment is obtained from the food. The body is so fortified that it can withstand the progress of disease; disease is checked in its course, and so in an early stage a cure is produced. At all Chemists, and Wholesale from A. S. Watson & Co., Ltd., Hongkong.

**THE ATTACK ON COLONEL KEKOWICK'S CAMP.**  
Lord Kitchener reports that in the attack on Colonel Kekowick's Camp, which was made in the night, the enemy numbered at least one thousand, and were repulsed with considerable loss.

The British lost two officers and thirty-one men killed, fourteen officers and 114 men wounded, Colonel Kekowick slightly.

**THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.**  
Visit to the Hok-on Cement Works.

On Friday last, the members of the local Institution of Engineers and Shipbuilders, visited the new cement factory situated in Kowloon Bay. A launch took the party from Queen's Statue Wharf, the leading mechanical engineering interests of Hongkong being well represented.

On arrival at the works, the company was received by Mr. Uddall, the manager, and Mr. Hewitt, Superintendent Engineer, who, with their staff, personally conducted the visitors through the factories, following up the process of cement making from the time the stone and mud goes to the mills up to where the finished article is put into barrels and labelled. Mr. Hewitt gave the company an outline descriptive of the various processes.

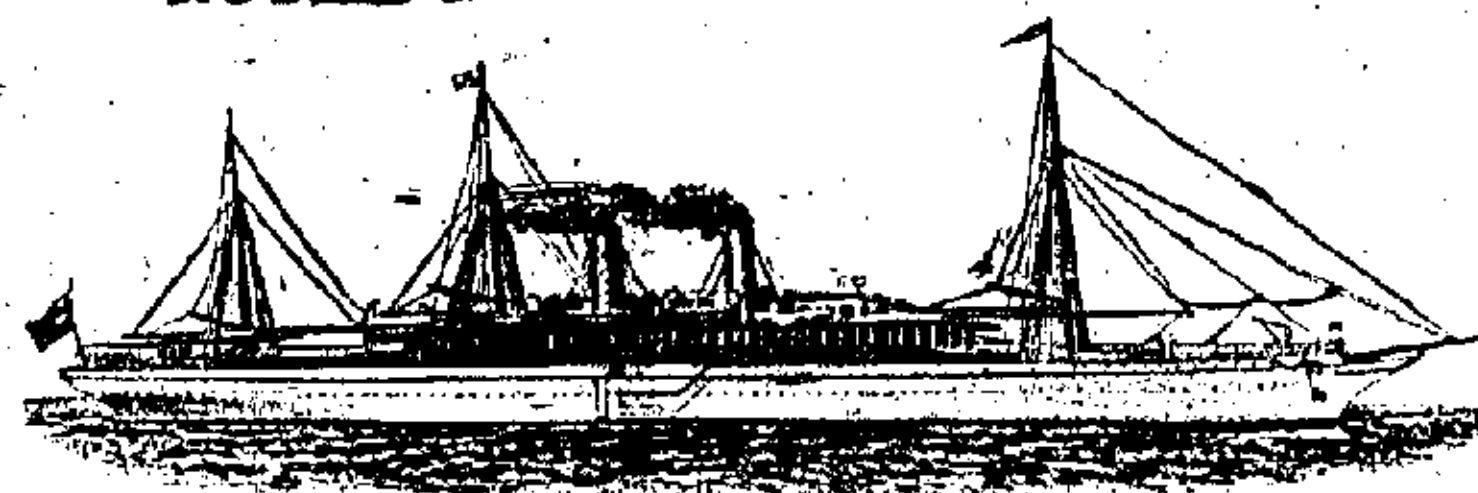
Portland cement, he said, is the product obtained by calcining and grinding an artificial mixture of calcareous and argillaceous minerals so proportioned as to give well defined percentages of lime, silica, and alumina. The name 'Portland' has no reference to the place where this kind of cement was first manufactured, but it is said to have originated from a supposed similarity between the colour of the cement and that of Portland stone. It may therefore be legitimately applied to concrete made in China or any other country, if they comply with the above definition. The materials used by the Green Island Cement Company, both at Macao and Hok On, are blue mountain limestone and mud of recent alluvial origin, and the process is that known as the 'dry' process. The stone is first crushed in rock-breakers, and then pulverized in a series of mills. The mud is dried and finely disintegrated, and the two powders weighed out by automatic scales in the proper proportions. They are then intimately mixed, and dryed in a long horizontal cylinder, first dryed and afterwards with sufficient water to form a stiff pug, which is shaped into bricks in machines similar to those used for ordinary building bricks. These raw-material bricks are next passed through artificially heated chambers to thoroughly dry them, and then fed into kilns where they are coked at a very high temperature. The final process is the reduction of this clinker to a powder, which is accomplished in ball and tube mills. So finely is this cement ground that 80 to 85 per cent. of it will pass through a sieve having 31,000 holes per square inch. The tensile strength of specimens of Hok On cement, seven days old, has been found to be 800 pounds per square inch. Motive power for the cement grinding mills is supplied by a triple expansion engine of 400 h.p. on the Fleming and Ferguson triangular compound principle, built by Messrs. Murgers and Bolton, and for the raw material plant, by a 600 h.p. ordinary vertical compound Corliss engine, built by Woods, of Bolton. Both are surface condensing, and take their steam from Babcock and Wilcox boilers, fitted with 'Green' economizers for heating the feed water. The circulating pumps are Worthington's 'B' type, and the feed pumps of Weir's well known type. The Kilns and cement bins are fitted with hydraulic lifts worked at 700 pounds pressure by pumps in the engine house, and the Coppeage has a very complete equipment of Messrs. Brown's world-famous machinery, capable of turning out 800 barrels a day. The Cement Warehouse covers an area of 200 feet by 135 feet, and is capable of storing 20,000 barrels. The 'Kiln' House, probably the largest of its kind in existence, is 240 feet by 70 feet, and contains twelve complete kilns and two in course







## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Sailing 3 to 7 Days across the Pacific.

Provisioned Sailings from HONGKONG.  
(Subject to Alteration.)

EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.R. ...WEDNESDAY, 23rd Oct. 1901  
\*TARTAR 4455 Tons...Comdr. E. BERTHELM, R.N.R. ...WEDNESDAY, 6th Nov. 1901  
\*EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. ...WEDNESDAY, 20th Nov. 1901  
\*ATHLETIC 3882 Tons...Comdr. H. MOWAT, R.N.R. ...WEDNESDAY, 4th Dec. 1901  
\*EMPEROR OF JAPAN...Comdr. H. PYLES, R.N.R. ...WEDNESDAY, 15th Dec. 1901

THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## Special Extra Service.

The Company's Extra Steamships "ATHLETIC" and "TARTAR" have been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHLETIC" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
HONGKONG, October 1, 1901. PEDDER STREET. 1112

## IMPERIAL GERMAN MAIL LINE

NORDDDEUTSCHER LOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STAMPS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 10th October.
SACHSEN	WEDNESDAY, 13th November.
KATSCHOU (HAMBURG-AMERIKA LINE)	WEDNESDAY, 27th November.
BAYERN	WEDNESDAY, 11th December.
STUTTGART	WEDNESDAY, 25th December.
KONIG ALBERT	WEDNESDAY, 8th Jan. 1902.
PRINZESS IRNE	WEDNESDAY, 22nd January.
PRINZ HEINRICH	WEDNESDAY, 5th February.
PREUSSIN	WEDNESDAY, 19th February.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 5th March.
SACHSEN	WEDNESDAY, 19th March.

ON WEDNESDAY, the 10th day of October, 1901, at Noon, the Steamship HAMBURG of the HAMBURG-AMERIKA LINE, Captain H. MAJN, with MAILED, PASSENGERS, SPECIE, AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 14th October. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 15th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 15th October. Contents of Packages required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

## Norddeutscher Lloyd.

For further Particulars, apply to  
Melchers & Co., Agents.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
LOILOI AND CEBU	KUROSU	8th October.
MANILA	CHINOTE	12th October.
PORT DARWIN, THURSDAY		
ISLAND, COOK TOWN,	CHINOTE	12th October.
TOWNSVILLE, BRISBANE,		
SYDNEY AND MELBOURNE		

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
HONGKONG, October 4, 1901. AGENTS.

HAMBURG-AMERIKA LINE.  
NORDDDEUTSCHER LOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENSAGEN, LIEBON, ORTOD, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTHERN AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Arabia, Capt. SACHS, 5th October, Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Koenigsberg, Capt. CHRISTENSEN, 10th October, Freight and Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Bamberg, Capt. ZORNBORN, 2nd November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Segovia, Capt. FORBES, 10th November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Marburg, Capt. ZACHARIAE, 30th November, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINE,  
HONGKONG OFFICE

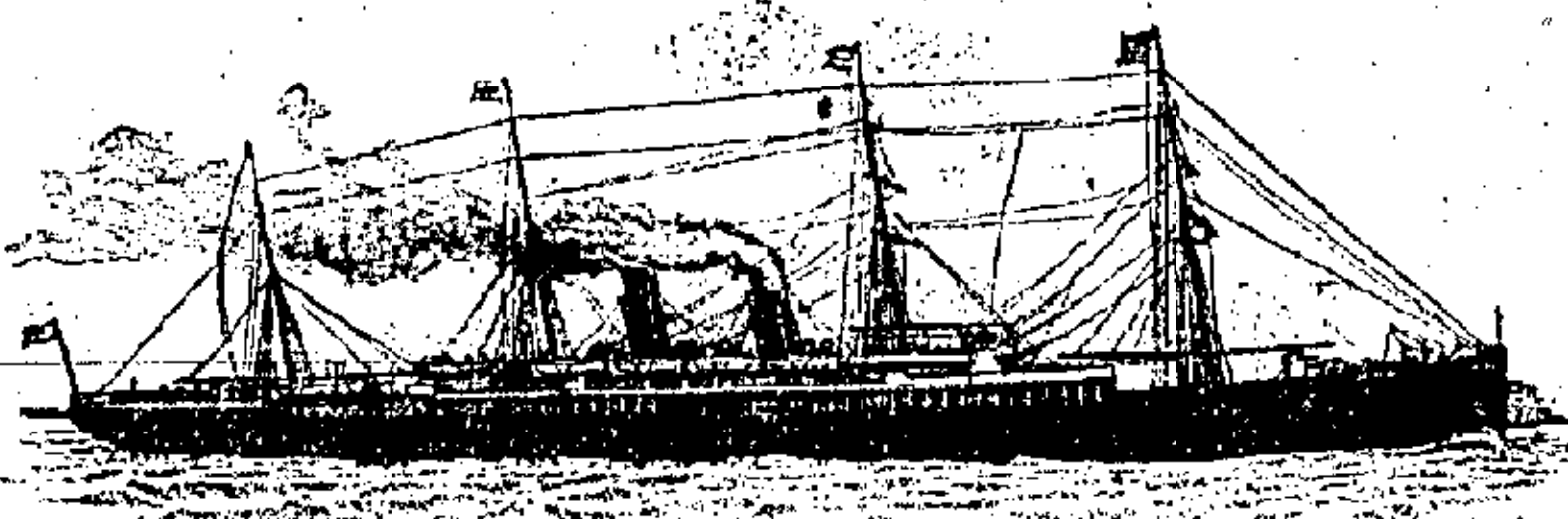
Queen's Buildings, No. 1.

## Shipping.

## U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND  
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



ALGON	PROPOSED SAILINGS FROM HONGKONG.	MONDAY, 7th Oct., at Noon.
CHINA		SATURDAY, 13th Oct., at Noon.
DORIC		TUESDAY, 29th Oct., at Noon.
PERU		TUESDAY, 19th Nov., at Noon.
CEPTIO		WEDNESDAY, 20th Nov., Noon.

\* For SAN FRANCISCO, via MOJI only. Cargo only.

THE P. M. S. Co.'s Steamer ALGON will be despatched for SAN FRANCISCO, via MOJI only, on MONDAY, the 7th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States of Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

HONGKONG, October 4, 1901. GEO. ECKLEY, Acting Agent. 960

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.
Queen Adelaide	2832	F. McNair	October 8
Victoria	3532	J. P. Smith	October 15
Albatross	3001	W. Watt	November 12
Albatross	2750	W. Frakes	November 26

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES AND TO EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

## HONGKONG TO VICTORIA, TACOMA, £35.

The best route is 9th KLOSNIER GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other points on application.

Special rates offered to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

HONGKONG, October 1, 1901. 422

## OCEAN STEAMSHIP COMPANY

FROM	OUTWARDS.	TO SAIL
GLASGOW AND LIVERPOOL	NESTOR	9th October.
GLASGOW AND LIVERPOOL	LAURENCE	13th October.
GLASGOW AND LIVERPOOL	PARADISE	15th October.
GLASGOW AND LIVERPOOL	MAISON	23rd October.
GLASGOW AND LIVERPOOL	PROTEUS	28th October.

FOR	STEAMERS	TO SAIL
LONDON DIRECT	LYONS	15th October.
LONDON DIRECT	CALEDON	29th October.
LONDON DIRECT	NESTOR	12th November.
LIVERPOOL DIRECT	DARDANUS	15th November.
LONDON	MACHON	26th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

HONGKONG, October 3, 1901.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
YAMAGUCHI MARU.	MOJI, KOBE & YOKOHAMA.	TUESDAY, 8th Oct., at Noon.
S. YOSHIZAWA.	KOBE and YOKOHAMA.	FRIDAY, 11th Oct., at Noon.
SHINANO MARU.	KOBE and YOKOHAMA.	FRIDAY, 11th Oct., at Noon.
G. E. P. COOK.	BOMBAY, via SINGAPORE and Penang.	FRIDAY, 11th Oct., at Noon.
KAGOSHIMA MARU.	K. KOBE.	FRIDAY, 11th Oct., at Noon.
HAKATA MARU.	MARSHALLS, LONDON, and ANTWERP, via SINGAPORE, Penang, Colombo and Port Said.	FRIDAY, 18th Oct., at Noon.
KISUGA MARU.	NAAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 18th Oct., at Noon.
H. FRASER.	VICTORIA, B.C. and SEATTLE.	SATURDAY, 19th Oct., at 4 p.m.
KINSHU MARU.	USA, via SHANGHAI, MOJI, KOBE and YOKOHAMA.	FRIDAY, 25th Oct., at 4 p.m.
P. L. FINE.	SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 25th Oct., at 4 p.m.
YAWATA MARU.	A. E. MOSES.	FRIDAY, 25th Oct., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMSHIP.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

HONGKONG, October 4, 1901. 770

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

FOR	STEAMSHIP	CAPTAIN	DATE.
LONDON	Formosa	B. H. W. SNOW	Noon, 5th Oct.
SINGAPORE AND BOMBAY	Tientsin	W. W. COOKE, R.N.R.	About 7th Oct.
LONDON	Palawan	J. CHELLEW, R.N.R.	Noon, 12th Oct.
SHANGHAI	Coromandel	F. W. VIBERT, R.N.R.	About 12th Oct.
YOKOHAMA, via SHAI & KOBE, Japan		C. C. TALBOT, R.N.R.	About 20th Oct.

## PASSENGER SEASON 1902.

MARSHALLS, PLYMOUTH AND LON. Oriental 3284 Tons. 29th March.

DON Direct without Transshipment. Multa 6004. 12th April.

\* See Special Advertisement. † For Freight only.

‡ Calling at Penang and Colombo if sufficient inducement offers.

For Freight or Passage, and further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 4, 1901. 979

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUMASANG

Capt. BULLER, will be despatched as above on SATURDAY, the 5th Oct., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 30, 1901. 2013

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 7th October, at 1 p.m., the Company's Steamship NATAL, Captain BONTA, with MAILED, PASSENGERS, SPECIE, AND CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S. S. Troien, which vessel takes on her Passengers and Mails, leaving that Port on the 19th Oct., direct to SUVA, PORT SAID & MARSEILLES. Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal Ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 9th Oct. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPFOMRIN, Acting Agent.

Hongkong, September 23, 1901. 1973

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Oct. 12, at Noon.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, Nov. 5, at Noon.

Akama Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, Nov. 28, at Noon.

THE Twin-Screw S. S. HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th October, at Noon, 1901, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$5 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 4 p.m. the same time. All Parcels should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG, CHINA & JAPAN, Hongkong, September 30, 1901. 1474

## SHEWAN TOMES &amp; Co.'s NEW YORK LINE.

FOR NEW YORK.

THE Steamship ADANA

Capt. A. SMITH, will be despatched for the above Port on 10th November.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, September 24, 1901. 1981

## PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION CO. operating the New First-Class Steamships INDRAPURA, INDRAPURA, KNIGHT COMPANION between HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship INDRAPURA



## Notices to Consignees.

THE PORTLAND AND ASIATIC S.S. COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP INDRA PURA.

FROM PORTLAND (OR.) YOKOHAMA, KOBE & MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ALLAN CAMERON,  
General Agent,  
Hongkong, October 3, 1901. 2936

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER SOCOTRA.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns. Consignees will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m. To-day. Goods not cleared by the 8th Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent,  
Hongkong, October 2, 1901. 2927

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER TIENSIN.

FROM HONGKONG AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns. Consignees will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m. To-day. Goods not cleared by the 8th Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent,  
Hongkong, October 2, 1901. 2926

## Not Responsible for Debts.

NEITHER the Captain the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew in the following Vessel, during its stay at Hongkong Harbour:

KENTHRY, British 4-masted ship, Capt. Brandy.—Standard Oil Co.  
LUCASDA, British barque, Capt. J. C. McDougall.—A. G. Morris.  
LOUIS, British barque, Capt. A. R. Anderson.—Sander, Weller & Co.

## THE FOOTBALL SEASON

## NOVEL

## FOOTBALL

## SKETCHES

CAPT. PHILIP TREVOR,  
GUY BOOTHBY,  
H. A. BRYDEN,  
C. W. ALCOCK,  
C. E. BENSON,  
HARRY TREVOR,  
HORACE G. HUTCHINSON.

A Series of Eight Novel Football Sketches will be published in the Columns of the China Mail.

The First of the Series will appear

TO-MORROW, the 11th October, entitled

THE "RIGHT FORWARD" OF THE FORESTERS.

BY HORACE G. HUTCHINSON.

## ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the fact that the China Mail is not a Newspaper and therefore does not accept Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent to the Editor 3 p.m.

## Intimations.

H. F. CARMICHAEL

CONSULTING ENGINEER,  
SURVEYOR AND CONTRACTOR,  
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL, HONGKONG."  
A B C Code, 4th Edition.  
Liebner's Standard Code.  
TELEPHONE: 292.  
Hongkong, July 2, 1901. 1379

## CHEE WING &amp; CO., 致

28 & 29, LEE YUEN STREET (WEST),  
HONGKONG.

DEALERS IN  
ALL SORTS OF COPPER, BRASS, STEEL,  
IRON WARE, &c.,  
STEEL GIRDERS AND TEES,  
CORRUGATED IRON, PIG IRON, &c.,  
Suitable for  
SHIPS, ENGINEERS AND HOUSE BUILDERS.  
Hongkong, May 29, 1900. 1227

## CHAS. J. GAUPP &amp; Co.,

Chromometer, Watch & Clock Makers,  
Jewellers, Gold & Silver Smiths.  
A U T C A L. SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES.  
RICHIE'S LIGHT AND OTHER COMPASS.  
ADMIRALTY IMARU CHARTS.  
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.  
Christie & Co.'s Electro-Plated Ware.  
GOLD & SILVER JEWELLERY  
in great variety.

D I A M O N D S

Splendid Collection of the Latest London  
Patterns, at very moderate prices. 472

## MINERAL

## ASSAYS &amp; ANALYSES.

THE YANGTZE VALLEY SYNDICATE, Ltd.,  
having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to do Assay work of all descriptions, Quantitative Analysis, and to classify minerals for Mine owners and others.

Mines as well as Minerals of Economic value purchased and consultations arranged by appointment.  
Terms moderate.  
Address:—THE LABORATORY,  
49, Szechuen Road.  
Cable Address: "YANGTZE," Shanghai.  
15th August, 1900. 1726

## Kinghorn &amp; Macdonald,

Consulting Mechanical Engineers  
and Surveyors.  
CONTRACTORS FOR THE SUPPLY OF ALL  
KINDS OF MACHINERY AND  
APPLIANCES.

## ICE MAKING.

MESSRS. KINGHORN AND MACDONALD have been appointed  
Sole Agents for Messrs. J. and E. HALL'S  
PATENT REFRIGERATING MACHINERY, and  
are prepared to supply Estimates, Plans and  
Specifications for all sizes of Machines.  
Office: No. 13 BEACONFIELD ARCADE—  
(ground floor).  
Telephone No. 143.  
Telgrams: "KINGHORN, HONGKONG."  
A. B. C. & A. L. Codes used.

JOHN W. KINGHORN,  
M.I.M.E., M.I.Mech., E. London.  
DONALD MACDONALD.  
Hongkong, May 28, 1898. 1063

## W. S. BAILEY

and COMPANY,

Engineers, Shipbuilders,

Boilermakers and Blacksmiths,

Brass and Iron Founders.

Coast and River Steamers,  
Steam Water-Boats, Lighters,  
Tugs & Fast Steam-Launches.

Pumps, Packings,  
General Stores,  
and Engineers' Tools  
OF EVERY DESCRIPTION.

Office and Sales-rooms:  
60 and 62, DES VOUX ROAD, Central.  
Engine and Shipbuilding Works:  
KOWLOON BAY.

W. S. BAILEY, M.I.M.E.,  
E. O. MURPHY, M.I.M.E., A.I.M.E.

Contracts for all Classes of Engineering  
Work.  
Plans, Specifications and Tenders.  
Consulting and Superintending Engineers  
and Surveyors. 2919

## B. J. BARLOW,

CONSULTING ENGINEER, SUR-  
VEYOR AND CONTRACTOR.

Plans and Specifications Supplied for  
any Class of Engineering Work.  
Marine Work a Speciality: Designs pre-  
pared for Small Coast Steamers, Light  
Launches, Vessels, Dredgers, Tug Boats,  
Launches and Barges of any Class or for  
Special requirements. New and Repair  
Work supervised. Contractor for the  
Supply and erection of any Type of  
Machinery.

Telegrams: "BARLOW, HONGKONG."  
Telephone No. 74.  
P. O. Box No. 40.

B. J. BARLOW,  
Office: 9, Queen's Road Central,  
Hongkong, June 11, 1901. 2928

## Banks.

THE  
YOKOHAMA SPECIE BANK,  
LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ... Yen 24,000,000  
CAPITAL PAID-UP ... 18,000,000  
CAPITAL UNCALLED ... 6,000,000  
RESERVE FUND ... 8,810,000  
HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:  
TOKYO, KOREA, NAGASAKI,  
LONDON, LYONS, NEW YORK,  
SAN FRANCISCO, HONGKONG, HAMBURG,  
SHANGHAI, TIENTSIN, NEWCHANG.

LONDON BANKERS:  
The London Joint Stock Bank, Limited,  
Parry's Bank, Limited,  
The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed.  
On Current Account at the Rate of 2%  
per annum on the daily balance.  
On fixed deposits for 12 months, 6% per  
annum.  
On fixed deposits for 6 months, 4% per  
annum.  
On fixed deposits for 3 months, 3% per  
annum.

TARO HOSUMI,  
Manager.  
Hongkong, October 3, 1901. 589

## IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE  
12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL ... Tls. 5,000,000  
PAID-UP CAPITAL ... 2,500,000

HEAD OFFICE—SHANGHAI.  
BRANCHES AND AGENCIES:  
CANTON, PEKING,  
CHONGCHING, SHANGHAI,  
HANKOW, TIENTSIN.

THE BANK PURCHASES and receives for  
Collection Bills of Exchange drawn  
on the above places, and Sells Drafts and  
Telegraphic Transfers Payable at its  
Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills Discounted.  
Interest allowed on Current Accounts at  
the Rate of 2% per annum on the Daily  
Balances.  
On Fixed Deposits for 3 Months ... 3%  
" " " 6 " " 4%  
" " " 12 " " 5%  
E. W. RUTTER,  
Manager.  
Hongkong, January 18, 1901. 1970

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000  
RESERVE FUND ... \$1,000,000  
STERLING RESERVE ... \$100,000  
SILVER RESERVE ... \$750,000  
RESERVE LIABILITY OF  
PROPERTY ... \$10,000,000

COURT OF DIRECTORS:  
J. S. WILSON, Esq., Chairman.  
Hon. J. J. Bell, Esq., Deputy Chairman.  
A. Haupt, Esq., N. A. Schibart, Esq.,  
D. Meyer, Esq., N. A. Schibart, Esq.,  
R. L. Richardson, Esq., H. W. Slade, Esq.,  
A. J. Raymond, Esq., H. E. Tomkins, Esq.,  
J. H. Raymond, Esq., Paul Witkowski, Esq.

CHIEF MANAGER:  
HONGKONG—SIR T. JACKSON,  
MANAGER.  
SHANGHAI—H. M. BEVIS, Esq.,  
LONDON BANKERS—LONDON AND COUNTY  
BANKING CO., Ltd.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per  
cent. per annum on the daily balance.  
ON FIXED DEPOSITS:—  
For 3 months 2½ per cent. per annum.  
" 6 " 3 " " " "  
" 12 " 4 " " " "  
T. JACKSON,  
Chief Manager.  
Hongkong, August 17, 1901. 366

## HONGKONG SAVINGS BANK.

THE business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORA-  
TION. Rules may be obtained on ap-  
plication.

INTEREST on deposits is allowed at  
3½ PER CENT. per annum. Depositors  
may transfer at their option balances of  
\$100 or more to the HONGKONG AND  
SHANGHAI BANK, to be placed on  
FIXED DEPOSIT at 4 PER CENT. per  
annum. For the Hongkong and Shanghai  
Banking Corporation,  
T. JACKSON,  
Chief Manager.  
Hongkong, October 3, 1901. 1517

AUTHORIZED CAPITAL ... \$1,000,000  
PAID-UP CAPITAL ... \$24,374.  
HEAD OFFICE—HONGKONG.

Bond of Directors:  
CHAS. KIT-SUN, Esq., J. C. EVANS, Esq.,  
CHOW TUNG SHANG, J. T. LAURE, Esq.,  
Esq.

Chief Manager:  
Geo. W. F. PLATFAIR.  
Interest for 12 months Fixed ... 5%  
Hongkong, March 18, 1901. 117

THE NATIONAL BANK OF CHINA,  
LIMITED.

AUTHORIZED CAPITAL ... \$1,000,000  
PAID-UP CAPITAL ... \$24,374.  
HEAD OFFICE—HONGKONG.

Bond of Directors:  
CHAS. KIT-SUN, Esq., J. C. EVANS, Esq.,  
CHOW TUNG SHANG, J. T. LAURE, Esq.,  
Esq.

Chief Manager:  
Geo. W. F. PLATFAIR.  
Interest for 12 months Fixed ... 5%  
Hongkong, March 18, 1901. 117

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,000,000  
PAID-UP CAPITAL ... \$24,374.  
HEAD OFFICE—HONGKONG.

Bond of Directors:  
CHAS. KIT-SUN, Esq., J. C. EVANS, Esq.,  
CHOW TUNG SHANG, J. T. LAURE, Esq.,  
Esq.

Chief Manager:  
Geo. W. F. PLATFAIR.  
Interest for 12 months Fixed ... 5%  
Hongkong, March 18, 1901. 117

THE STANDARD LIFE OFFICE.

FOR MANY YEARS THE STANDARD  
LIFE OFFICE has paid away up-  
wards of HALF A MILLION POUNDS  
STERLING per annum in DEATH  
CLAIMS. Its Funds, yearly increasing,  
exceed \$9,500,000 Sterling, and the Re-  
venue is upwards of \$1,100,000 Sterling  
per annum. The Business is conducted  
with Economy, the Premiums are Moderate,  
and the Conditions will be found unusually  
liberal.

For Rates and all particulars, apply to  
DODD & CO., LTD.,  
Agents.  
Hongkong, January 13, 1901. 2928

## Banks.

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, SHARE ... 5,000,000.  
HEAD OFFICE, SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES: CALCUTTA,  
HANKOW, TIENTSIN,  
TSINGTAI (KIATTSCHOW).

LONDON BANKERS:  
Messrs N. M. ROTHSCHILD & SONS,  
Union Bank of London, Ltd.,  
Deutsche Bank (Berlin), London Agency.

Direction der Disconto-Gesellschaft.  
Interest allowed on Current Account.  
Deposits received on terms which may be  
learned on application. Every description  
of Banking and Exchange business trans-  
acted.

E. F. GROS,  
Acting Manager.  
Hongkong, May 30, 1901. 296

## THE CHARTERED BANK OF INDIA,

AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.

CAPITAL PAID-UP ... £200,000  
RESERVE LIABILITY OF SHAREHOLDERS ... £200,000  
RESERVE FUND ... £257,500

INTEREST allowed on Current Account  
at the rate of 2% per annum on the Daily  
Balances.  
On Fixed Deposits for 12 months 4%  
" " " 6 " " 3½%  
" " " 3 " " 3%  
T. H. WHITEHEAD,  
Manager.  
Hongkong, July 9, 1901. 846

HUMPHREYS ESTATE & FINANCE  
COMPANY, LIMITED.

CAPITAL FULLY PAID-UP ... \$1,000,000.  
RESERVE FUND ... 125,000.

J. S. VAN BUREN, Esq.,  
C. EWENS, Esq., C. S. SHAPIRO, Esq.,  
H. W. SLADE, Esq., HO TUNG, Esq.

General Manager:  
Messrs JOHN D. HUMPHREYS & SON.

THE HONGKONG AND SHANGHAI  
BANKING CORPORATION.

THE Company is prepared to act as  
Special Agents or Attorneys, Liquidators,  
Executors or Administrators, as  
Trustees, Receivers, House and Estate  
Agents for Residents or non-Residents,  
and, on Commission, to buy or sell Prop-  
erty, to advance money against Mortgage,  
to invest funds in Mortgage or otherwise,  
to buy or sell Shares of Local Stocks, and  
generally to act for those who may be  
temporarily or permanently absent from  
the Colony.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, May 13, 1901. 331

INSURANCES.

THE  
EQUITABLE  
Life.

Policies are Sight Drafts  
Surplus Fund (from which  
dividends are to be paid)  
Over \$13,700,000.  
F. KIENE, Manager,  
Hongkong.

SALAMANDER FIRE INSURANCE  
COMPANY.

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to accept Risks against Fire at  
Current Rates.

HUTZ, JACOB & Co.  
Hongkong, March 31, 1900. 738

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne  
A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.  
CAPITAL PAID UP, £180,000.  
TOTAL INVESTED FUNDS EXCEED £3,459,044.  
TOTAL ANNUAL INCOME, £1,103,883.

THE Undersigned, having been appointed  
AGENTS of the above Society in Hong-  
kong, are prepared to issue Policies against  
FIRE on the usual terms.

HARRY WICKING & Co.,  
Provs. Central.

NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900,  
£14,732,681.  
Authorized Capital ... £25,000,000 0 0  
Subscribed Capital ... £2,750,000 0 0  
Paid-up Capital ... £267,500 0 0  
Fire Funds ... £2,833,716 14 4

HAVING been appointed AGENTS of the  
above Company we are prepared to  
accept EUROPEAN and CHINESE RISKS at  
Current Rates.

SEWELL, TOMES & Co.,  
Agents.  
Hongkong, July 3, 1901. 1537

THE STANDARD LIFE OFFICE.

FOR MANY YEARS THE STANDARD  
LIFE OFFICE has paid away up-  
wards of HALF A MILLION POUNDS  
STERLING per annum in DEATH  
CLAIMS. Its Funds, yearly increasing,  
exceed \$9,500,000 Sterling, and the Re-  
venue is upwards of \$1,100,000 Sterling  
per annum. The Business is conducted  
with Economy, the Premiums are Moderate,  
and the Conditions will be found unusually  
liberal.

For Rates and all particulars, apply to  
DODD & CO., LTD.,  
Agents.  
Hongkong, January 13, 1901. 2928

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albatross	despatch-vessel	1700	—	3000	Comdr. C. G. F. M. Cradock	Shanghai
Albatross	batship, 1st class	12,500	16	13,000	Captain W. W. Hewett, R.N.	Hankow
Albatross	ship	1650	6	1400	Comdr. R. E. Hunt	Shanghai
Albatross	cruiser, 2nd class	4300	10	6000	Captain J. Sartin	Hongkong
Albatross	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Amoy
Albatross	cruiser, 2nd class	4300	10	9000	Captain A. W. Pagot, C.M.G.	Weihaiwei
Albatross	armoured cruiser, 1st class	6000	12	8500	Captain E. H. Bayly, C.B.	Weihaiwei
Albatross	batship, 1st class	10,800	14	13,000	Captain Sir G. T. Warrender	Weihaiwei
Albatross	cruiser, 1st class	9000	12	21,311	Captain F. H. Henderson	Weihaiwei
Albatross	gunboat, 1st class	110	6	1300	Lieut. Com. F. M. Lenke	Singapore
Albatross	cruiser, 3rd class	1770	6	3500	Comdr. Baird	Weihaiwei
Albatross	gunboat	716	6	1300	Captain P. F. Tiltard	Nanking
Albatross	ship	1140	8	2000	Captain R. H. S. Stokes	Shanghai
Albatross	cruiser, 2nd class	5000	11	9000	Captain W. A. Pagot	Kokohama
Albatross	cruiser, 1st class	5600	11	9000	Lieut. Com. J. G. Armstrong	Tung-tung Lake
Albatross	cruiser, 2nd class	7350	12	10,000	Comdr. H. J. Davison	Hongkong
Albatross	g-b, 3rd class coast defence	383	3	200	Captain Windham	Hongkong
Albatross	torpedo boat destroyer	380	6	5700	Captain John G. M. Field	Weihaiwei
Albatross	gunboat, 2nd class	455	4	380	Capt. A. J. Henniker Hughes	Wooching
Albatross	batship, 1st class	12,350	16	13,500	Captain J. H. T. Burke, C.B.	Weihaiwei
Albatross	batship, 1st class	12,350	16	13,500	Lt. Com. C. P. Maud	Hongkong
Albatross	torpedo boat destroyer	275	6	4000	Comdr. W. H. Nicholson	Nagasaki
Albatross	storeship	1640	—	800	Capt. Harry C. Reynolds	Nanking
Albatross	cruiser, 2nd class	5000	11	9000	Lt. Com. C. V. de M. Cowper	Wuhu
Albatross	torpedo boat destroyer	280	6	3800	Lt. Com. Morris H. Smyth	Hongkong



